

ICE BREAKER

TASMANIA'S ANTARCTIC NEWS AND VIEWS

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editorial

At last, the first full colour Ice Breaker! A big thank you goes to my son Robert, whose hard work, as visual editor and computer master, has made this edition possible. Another big thank you goes to Klaus Arne Pedersen, whose excellent images and stamp covers help make this edition distinctive. Included in this edition are comments from our new Antarctic Minister, Paula Wriedt as well as information about the forthcoming Antarctic Midwinter Festival, which is full of interesting activities, most of them free.

Plans for the Hobart waterfront are mentioned by several government and TPN contributors this edition and it will be interesting to know when action will finally take place, rather than yet more debate. Antarctic shipping is critical

to the maintenance of Hobart being Australia's Antarctic capital, and efforts by the Tasmanian Polar Network to secure more southbound international ships have continued since the TPN's inauguration.

Norman MacKay has kindly provided an extract from his speech at the Airlink Forum last November and this will be continued in the next edition. As well, Gordon Bain has prepared a three-part series on Australian stamps, which starts this issue.

I am very grateful for the ongoing support for the magazine by all contributors and there are several new advertisers in this edition. Comments and contributions are always welcome.

Anthea Wallhead

Editor, Ice Breaker Magazine

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Paula Wriedt

icewatch

...the Tasmanian Museum and Art Gallery will again be promoting the very popular Islands to Ice exhibition...

I am delighted that this year's Antarctic Midwinter Festival is of special significance as we celebrate International Polar Year.

With this in mind, a renewed focus on Antarctic science features as part of our 2008 festival. This includes a full-day show called Ice Cold Facts – Antarctic Science and Climate Change. This has been designed to give festival-goers a fantastic opportunity to meet Australia's leading Antarctic scientists.

It's also great to see the traditional events that we enjoy each year are on the Festival program again. These include the NAB Huskies' Picnic in St David's Park, the Longest Night Film Festival, the Parade of the Snow Petrels and the Mid-

winter Solstice Party.

In addition to these events, the Tasmanian Museum and Art Gallery will again be promoting the very popular Islands to Ice exhibition and a series of activities for local schools. There will also be Polar Pathways walking tours.

The Extreme Environment Photographic Competition and exhibition at the Waterside Pavilion in Mawson Place will feature some magnificent images from around the world.

Another exciting new event is the Fire and Ice Midwinter Spectacular which is a black-tie gala dinner event presented by the Tasmanian Polar Network and Australian Red Cross.

The Fire and Ice dinner will not only be a fantastic social event, it will also highlight the connection between climate change in the Antarctic and Southern Oceans and the work of Red Cross in dealing with the humanitarian cost of climatic events and other emergencies.

I encourage members of our Antarctic Community to get behind this great festival and attend as many events as possible with family and friends.

Hon. Paula Wriedt MP

Minister for Economic Development and Tourism



Photo: Klaus Arne Pedersen



Jeremy Rockliff

icewatch

The loss of the port would significantly impact upon the city's reputation as the best equipped port for Antarctic ships...

In light of new plans by the Sullivan's Cove Waterfront Authority to include all of the commercial port and Macquarie Wharf area in its new Hobart waterfront design masterplan, the State Opposition is fearful that Hobart may lose to Western Australia its position as an international gateway to the Antarctic and Southern Ocean region.

Hobart is a fantastic deep water port – the second deepest natural port in the world – and the number and satisfaction of Antarctic sector organisations using Hobart as a base for their operations and resupply activities is growing rapidly.

Due to its unique geographic location approximately 1,848 nautical miles from Casey Station, with access to Macquarie Island and the extensive East Antarctic region, Hobart is a natural base for replenishing East Antarctic stations and bases.

The loss of the port would significantly impact upon the city's reputation as the best equipped port for Antarctic ships which service Australian and French bases, particularly when it is likely that the Russian and Chinese governments will choose Hobart to equip and 'overwinter' their Antarctic vessels next year.

As Tasmanian Polar Network chairman, Bill Lawson, commented recently, whilst we are steadily building Hobart's profile as an Antarctic hub, to now turn around and say that we do not want these ships in Hobart is extremely foolish and a major threat to business confidence in the State.

While the State Opposition has been highly critical of the lack of progress in redeveloping Hobart's Sullivan's Cove waterfront area, and particularly the State Government's failure to engage the private sector, development should not occur at the expense of Tasmanian business or the Hobart Port itself.

We certainly do not contend that the redevelopment of the Hobart waterfront should be done in a rushed or ad hoc way, however, after nine long years, the expenditure of millions of dollars and numerous competitions and consultations, the Tasmanian community is starting to wonder if and when anything will be achieved.

An appropriate, holistic redevelopment of the Hobart waterfront is something that should have already made progress and breathed new life into the capital city, as waterfront developments have in other

States. Instead, what we've seen from the State Labor Government is a great deal of talk about redeveloping the waterfront and very little action or engagement with the private sector.

In closing, I must draw attention to the upcoming Antarctic Midwinter Festival, which celebrates the many links between Tasmania and the Antarctic. With ten days of displays of Antarctic and Southern Ocean science, history, nature, wildlife, images and artefacts, tours, a photographic competition, various performances and community events at numerous locations around Hobart, opening with the Midwinter Dinner on June 20 the Festival provides a wonderful opportunity for the Tasmanian community to explore the unique connection between our State and Antarctica.

I look forward to attending this fantastic event and encourage others to do the same.

Jeremy Rockliff MP

Deputy Leader of the Opposition



To Antarctica with the Russian Expedition by Irina Gan - Page 12.

"While visiting Bellingshausen station we had an opportunity to visit the Chilean station Eduardo Frei Montalva as well, where friendly staff welcomed us to 'their home'."

Left: The Chilean Catholic Church at the Chilean station Eduardo Frei Montalva.



Peg Putt

They must be explicit about what they see for the future of the Hobart port...

Controversy erupted recently over the future of the Hobart port, its future use and development. This is an important issue for the Antarctic community who for years have advocated and worked to expand the use of the port for supply and resupply for Antarctic expeditions.

Russian and Chinese use of the port for these purposes is in the offing. It's a great example of utilising our strengths and geographic advantage to bring income and jobs and to expand Antarctic friendship and co-operation. No doubt TPN has had an important role.

The problem is that TasPorts has not taken port users or the general public into its confidence over its plans, which it is feared may work against the expansion of Antarctic shipping. Instead, the first many port users knew was from a report in the Mercury that an advertisement seeking expressions of interest from developers for Macquarie Wharf No 1 was about to be run. Bill Lawson's colourful response

put it all so well.

The Greens have expressed our concern that the ports authority and the Tasmanian government must include port users and the community, including interested bystanders such as the TPN, in genuine consultation about what activities will continue when a future as a working port is claimed. They must be explicit about what they see for the future of the Hobart port and what their views are based upon. Has 'working port' been salami-sliced down to a subset of current activities in a classic example of bureaucratic weasel words?

The cart is presently in front of the horse. We are looking at the likelihood that consultation will only involve some comment on a variety of developer applications, without the ability to first have a say about what the port will continue to do, which parts must be retained in their current uses, and whether it is then appropriate to look for new uses at Macquarie No 1.

If there is general agreement that new uses should be found, then consultation should determine the community's priorities. It is probable that the best use will not necessarily make the most money for government. I can imagine that a fairly indifferent waterfront hotel would pay more to TasPorts than the contemporary arts space that Moorilla envisage, for example.

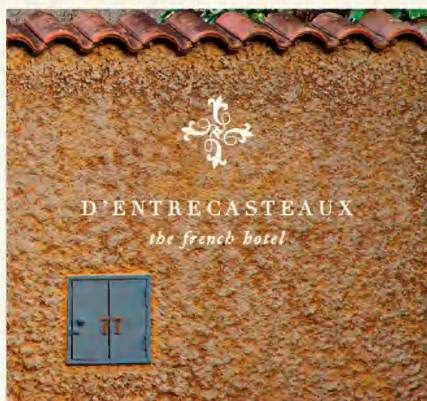
Keeping our working port, and then getting the right development if it can also be accommodated, is much more important than a fistful of dollars and a waterfront that has lost its opportunity to excel.

Expansion of Antarctic shipping, with the capacity for provedoring, bunkering, and resupply, must be part of those future plans.

Peg Putt

Leader of the Tasmanian Greens

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Ben Galbraith

icewatch

...a distinct domain that has its own unique character, scientific significance and management issues.

On Friday 23 May, Parliamentary Secretary to the Premier, Lisa Singh officially launched the Antarctic Midwinter Festival (AMF) aboard the Aurora Australis.

With less than four weeks until the AMF kicks off with a gala dinner – Fire & Ice on 20 June, the Festival Director and Antarctic Tasmania staff are working hard to ensure that the event is again a success in 2008. A call for volunteers to assist at a variety of events throughout the festival has received strong interest.

The 2008 AMF program is filled with a vast array of events that will be staged between 20 and 29 June. (AMF program on page 14 - Ed.)

Sub-Antarctic Forum

Plans for a second International Sub-Antarctic Forum to be held in Hobart

during April 2009 are well underway.

This bi-annual Forum will build on discussions held at the 1st Forum and will be titled: The Sub-Antarctic system: Past Present and Future and will highlight environmental change in the Sub-Antarctic. It will include presentation of papers and discussion of topics of special relevance to the Sub-Antarctic islands and surrounding seas; which comprise a distinct domain that has its own unique character, scientific significance and management issues. The Sub-Antarctic Forum aims to comprehensively develop this perception of this very special part of the world.

COMNAP Secretariat Bid

In April, Antarctic Tasmania submitted a bid to the Council of Managers of National Antarctic Programs (COMNAP) to host the secretariat in Hobart for a third successive six-year term, post 2009.

Based in Hobart since 1998, the COMNAP brings together the National Antarctic Programs of 29 countries. As a council of managers and operators, it deals with operational implementation, safety, technology and information sharing.

At this stage Antarctic Tasmania is aware of three other nations bidding to host COMNAP, including New Zealand, Great Britain and Chile. Tasmania's bid has been supported by the Australian Antarctic Division and the Uruguayan Antarctic Institute. It is expected that a decision will be made towards the end of 2008.

Ben Galbraith

General Manager, Antarctic Tasmania

Polar News

First Visit

Eleven Venezuelan scientists and 5 military officers made their first visit to Antarctic in March this year on a Uruguayan naval research ship Oyarvide. However, after a voyage of 2,300 miles, high winds and choppy seas prevented the full delegation from immediately disembarking at Uruguay's General Artigas Antarctic base.

Macquarie Rabbit Cull

Twelve dogs are being trained for 18 months to sniff out rabbits on Macquarie Island, so helicopters can later drop poisoned pellets which should kill the majority of them. The rabbits are creating major erosion on the island and on areas where it is too steep for the dogs, heat-sensing equipment will hunt the rabbits at night. Dogs will be trained by New Zealander John Cheyne, who has previously trained dogs to eradicate rats off other sub-Antarctic islands. Macquarie island is a sanctuary for penguins, seals and

seabirds, and dogs and their handlers will spend the winter of 2010 on the island as part of the government-funded \$25 million Pest Eradication Project.

Maritime Heritage Group

A newly formed body called the Maritime Heritage Organisations of Tasmania (MHooT) was formed last month in order to act as a unified lobbying group for grant applications, conservation and travelling exhibitions, as well as a resources body available to members and to the public. Further information can be obtained from the State Coordinator, Peta Knott on Peta.Knott@tmag.tas.gov.au.

Seeds on Ice

The Global Crop Diversity Trust has inaugurated a vault carved into Arctic permafrost to protect a seed bank which aims to safeguard biodiversity, despite climate change and other potential disasters. Norway will build the vault on Svalbard, an archipelago 1000km south of the

North Pole, where duplicates of 21 seed banks around the world will be stored at a constant temperature of -18 degrees Celsius. Contributions from another 1300 seed banks are expected later, as the new bank will have the capacity of up to 4.5 million batches. Samples remain the property of their countries of origin, which can reclaim them if they disappear from their natural environment.

Russian Antarctic Delegation

Russia's Deputy Prime Minister, Sergei Ivanov, visited Antarctica for the first time this year. The minister, accompanied by the transportation and natural resources ministers and other senior officials, inspected a runway carved out of ice at Russia's Novolazarevskaya polar station - one of Russia's five year-round research facilities - and talked to researchers. Ivanov, a former Russian defense minister, also said that the government would gradually increase spending to support Russians living and working in Antarctica.



Bill Lawson

As with the previous 'bon voyage' event held last Spring, this was very successful and well received by our French guests.

So here we are headed for midwinter and the annual Midwinter Festival again! The Festival this year is again under the direction of Paul Cullen who has many established events and some new initiatives now well advanced in planning. One new feature is the Midwinter Dinner this year being a joint venture with Red Cross and including a Midwinter Ball. It will be interesting to see how this works out as it seeks to extend the event more widely beyond just the 'Antarctic community'; initial indicators are very positive. This year will also see the popular Huskies Picnic move the St David's Park and run off the back of Salamanca Market.

I encourage all TPN members to participate strongly in the Festival Events as they are able.

The last month or so has seen a deal of controversy arise about the future use of Hobart as a working port with some indications that all wharf space may be taken over for public use in various ways. The TPN has had no choice but to voice strong concern about the threat this may represent to Antarctic related shipping. In doing this we have joined forces with the Maritime Network. At the time of writing the matter is still not clear.

At the end of last season the TPN again joined with 'Alliance Française' to host a welcome back reception for returning French expeditioners. As with the previous 'bon voyage' event held last Spring, this was very successful and well received by our French guests as well as appreciated by the AF crew. I expect we will continue this collaborative approach to meeting and greeting and perhaps seek to extend it other countries as they pass through Hobart.

As TPN members will be aware, we decided not to attend COMNAP in St Petersburg this year due to the seemingly limited opportunities to exhibit there. However, one of our Executive Committee members, Irina Gan, has been invited to chair one of the sessions in St Petersburg and is therefore able to represent us albeit in a limited capacity. We have therefore provided some assistance to Irina to help defray her travel costs. Another international opportunity has arisen through the holding of an International Wooden Boat Festival in Brest which is France's Antarctic HQ. The TPN was invited by HCC to be part of a Hobart delegation at this event to showcase our Antarctic and Southern Oceans credentials. Whilst we

didn't consider it appropriate to attend in a full capacity we were pleased to find that another member of the TPN Executive, John Brennan, was going to be in the UK at the time on Veolia business and could extend his trip to attend Brest. We have therefore provided some assistance to John to alter his plans to be in Brest. We look forward to feedback from both Irina and John when they return from their travels.

Finally I note that the cooperative working relationship between TPN and AAD has strengthened even further with a recent dinner hosted by TPN for members of the AAD Executive. On this occasion we were able to join in conversations across the whole of the Network's new Strategic plan and identified many areas for future collaboration and joint effort. We are very fortunate to enjoy this now long standing and trusting relationship with AAD as the primary point of activity in our sector.

Bill Lawson

TPN Chairman



Photo: Klaus Arne Pedersen

Antarctic Airlink

Charlton Clark

The history-making first season of the Antarctic Airlink has been a tremendous success. Not only has the new service demonstrated the viability and capability of operating a commercial jet aircraft to an ice runway in Antarctica, it has provided a range of new opportunities for Australia's Antarctic Program.

The Airbus A319 conducted ten flights to Antarctica from mid-November to early February. In addition to landing at Wilkins Runway (near Casey), two flights were operated from Christchurch to the US base McMurdo. The regular 4½ hour flight replaces a journey of several days by ship. Some science teams travelling on the air service were able to complete their field programs within a 2-3 week period, rather than spending a full summer in Antarctica.

Perhaps the most noteworthy journey of the summer goes to the small team of scientists who flew from Hobart to Davis in less than a day. This 5000km journey, over 15 hours, involved a 4½ hour A319 flight from Hobart to Wilkins Runway, connecting with a 5 hour C212

flight from to Davis. In addition to moving passengers to and from the continent, the A319 also transported a significant amount of cargo.

The new air service generated a high level of international interest. Observers from the US and NZ Antarctic Programs participated in demonstration flights during the season. In addition, two Chinese scientists were flown from Zhongshan to Hobart using both C212 and Airbus A319 aircraft.

The initial flights generated a significant amount of national and international media. A lengthy news story about the first flight from Hobart to Wilkins, including footage of the first landing, ran on the hour for over a day on BBC World. A substantial

Wilkins Aerodrome staff celebrate the opening of the runway. Photo: Marty Benavente.

number of feature articles on the new air service and Australia's work in Antarctica appeared in both the print and electronic national media.

The bridging of Australia and Antarctica by air travel is a significant achievement and congratulations go to all those involved in bringing this long held ambition to reality. Up to 15 flights have been planned for the 2008/09 season.

See page 20 for part one of how Skytraders chose the Airbus A319 for the Antarctic Airlink.



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To Antarctica with the Russian Expedition

Antarctic Intelligence

Special Report by Irina Gan



Mi 8 helicopter landing on deck

This past austral summer season I had the good fortune to join the Russian icebreaker Akademik Fedorov on part of its voyage of circumnavigating Antarctica and reopening two stations on the Antarctic continent as part of the Russian IPY 2007-2008 program.

The vessel of the 53rd Russian Antarctic Expedition, the Akademik Fedorov captained by Mikhail Kaloshin docked in Melbourne on 13-16 January 2008 after calling in to Mirny and other Russian stations in East Antarctica in its voyage around the icy continent which it is planning to do every two years. Twenty nine expeditioners flew in to Melbourne to join the ship on 16 January and about the same number flew back to Russia after wintering at the Russian bases while the ship took on fuel and supplies. The last circumnavigation was more than ten years ago.

Apart the Russian crew and expeditioners on board there was one Ukrainian oceanographer, two ladies from Australia (Sandra Potter from the Australian Antarctic Division and one from the University of Tasmania Institute of Antarctic and Southern Ocean Studies), five German expeditioners and fourteen members from the Korean Antarctic program. Based

on an agreement signed on 14 August 2007 between the Arctic and Antarctic Research Institute in St Petersburg (AARI) and the Korean Institute of Polar Research (KOPRI), the Russian Antarctic Expedition and National Antarctic Expedition of South Korea conducted joint scientific and logistic work in Antarctica with the object of locating a site for a new Korean Antarctic station in the Pacific sector.

A general presentation about the Korean Antarctic program was made by the senior research scientist Ji Hee Kim from KOPRI which is a former department of the Korean Ocean Research and Development Institute and located in Incheon. The Korean King Sejong Station, founded in 1988, is situated on Barton peninsula, King George Island within a fifteen minute's boat trip from the Russian Bellingshausen station.

The new Korean icebreaker Araon ('Sea' in Korean), which can accommodate eighty-five persons including twenty-five crew members, will be completed in September 2008 and will conduct oceanographic research and provide logistic support for their Polar programs. The Koreans have a vigorous Pole to Pole program with field trips for teachers, students, artists, writers and filmmakers

continued >>



Akademik Fedorov near Leningradskaya



Flying in to Leningradskaya station



Russkaya station from the air

which includes King Sejong station in Antarctica and Dasan station in Svalbard in the Arctic.

Presentations made on board the Akademik Fedorov by the Russian scientists concerned meteorology, biology, permafrost, oceanography, geodesy research and many others, which were warmly welcomed by all on board. A presentation made by voyage leader Vyacheslav Martynov, who wintered at Russkaya station in 1983 as a chief engineer/meteorologist, was dedicated to the Russian Antarctic program. He mentioned that a new research vessel will be built within five years to replace the Akademik Fedorov.

Daily briefings attended by the voyage leader and heads of scientific groups: meteorology (Aleksey Turkeev), permafrost study (Andrey Abramov), oceanography (Vasily Kuznetsov), aviation (Vladimir Glazkov), OIC Bellingshausen station Alexander Orup, ecology (Victor Pomelov), geodesy (Alexandr Tomonov), the deputy voyage leader responsible for logistics Victor Venderovich and at which I was allowed to be present dealt with projects planned for the stations to be visited and about what was happening on the other Russian Antarctic bases. The briefings gave me an inside perspective into the workings of the expedition.

Leningradskaya - 69°3' S 159°24' E

Opened in 1971 and operated till 1991. Reactivated in 2008

We had a good seven days' run to the Russian Antarctic station Leningradskaya, situated on Oates Land (the North Coast of the Victoria Land, East Antarctica), where we arrived one day ahead of schedule, by midday 23rd January 2008. We stopped approximately 200 km



Russkaya station living quarters

off the coast due to the thickness of the ice and flew to Leningradskaya in the Mi 8 helicopter which can carry up to twenty-eight people and a maximum cargo weight of four tonnes.

Scientists from AARI in St Petersburg undertook biological and ornithological work at Leningradskaya. Also, two automatic devices were installed: a meteorological station MILOS 500 measuring air temperature, humidity, wind direction, velocity and atmospheric pressure which can operate at temperatures as low as -50 degrees C. Aleksey Turkeev from the Kola branch of the AARI was responsible for the project. In a joint German-Russian project, a geodesy GPS station was installed. Specialists from the Institute of Planetary Geodesy at Dresden Technical University and the Russian company 'Aerogeodezy' cooperated in the installation.

Russkaya - 74°46' S 136°51' W

Opened in 1980 and operated till 1990. Reactivated in 2008

Russkaya is situated in Mary Byrd Land, West Antarctica which was discovered by the First Richard Byrd Expedition of 1928-1930 and named after his wife. It is believed that the site of Russkaya is the windiest place on Earth with the lowest atmospheric pressure. The whole region between 90° and 160°W is believed to be less explored than other parts of Antarctica and the opening of the station was intended to fill the gap in knowledge of that remote area. First attempts to build a station were undertaken in 1973 and 1979, but were unsuccessful because of difficult ice and weather conditions in the area at that time. Opened in 1980, Russkaya was operated all year around until 1990, having from nine to twenty two winterers, among whom there were always two doctors: a surgeon and a GP. Meteorological, actinometrical, astronomical, hydro physical, medical, psychological, oceanographic, satellite and many other

observations were carried out here.

Meteorological and geodesy devices have been installed at Russkaya similar to those erected at Leningradskaya. Biological research, ecological studies, coastal oceanography and permafrost study including drilling were conducted during our stay at the station.

A runway for a BT 67 ski-plane was prepared under the supervision of the voyage leader in order that flights from Vostok to Russkaya via McMurdo could be undertaken in the near future.

After Russkaya, the Akademik Fedorov continued on to resupply and a changeover personnel at Bellingshausen station (opened in 1968 and situated at 62° 12' S, 58° 56' W) and proceeded to Cape Town, where our leg of the journey was over. The voyage has left me with unforgettable memories of interactions with Russian scientists and crew members who were so friendly and helpful towards us "foreigners".



Bellingshausen station



Russian Orthodox Church Bellingshausen station

The Russian expedition is planning to call into an Australian port annually from next season and is also looking for possibilities for their Il-76 plane to stop over in Australia within the next 2-3 years. Could Hobart become the permanent port of call for both the icebreaker and the aircraft?



ANTARCTIC MIDWINTER FESTIVAL

20-29 JUNE 2008

The Antarctic Midwinter Festival 2008 is on its way – and it promises to be a lively one. The Midwinter Festival celebrates the historical and living connections between Tasmania and the Antarctic. This year's Festival is particularly rich in features, because so much is going on in the Antarctic world. Here's a preview:

The Midwinter Festival kicks off with the **'Fire & Ice Spectacular'** – a gala black-tie dinner and fundraiser hosted by the Tasmanian Polar Network and the Australian Red Cross at the Tasman Room, Wrest Point. This is the premier social event of the Antarctic season, drawing together the agencies, companies and individuals who sustain Australia's Antarctic programs. Keynote Speaker is Sir Guy Green, joined by Greg Johannes and Bali bombing survivor Peter Hughes. Tickets are \$180 per person inclusive, available from Red Cross at 03 6235 6028.

The **Midwinter Solstice** is celebrated on Saturday, June 21 with the **Parade of the Snow Petrels**, an enchanting and exciting night-time procession of Hobart school-children carrying hand-made illuminated lanterns, down Salamanca Place and on to the lively Solstice Party in Salamanca Square. With hot Latin music from Son del Sur and the Samba Dancers, thrilling fire performances and live ice carving, this is the perfect way to celebrate the turn of the seasons and the coming of spring. The Parade starts at 6:00pm and the Solstice Party in Salamanca Square runs from 6:30 to 8:30 pm. Entry is free.

2007-2008 is the **International Polar Year** (spread over more than 12 months to allow for arctic and antarctic research). It's a planetary check-up: taking pulse, blood pressure and temperature to see just how the old girl's faring. It hasn't been done on this scale since the International Geophysical Year in 1957-58.

Sixty countries are participating. Australia has just finished its season's work in the Southern Ocean, putting lights and cameras on the 'benthic abyssal plain' – the bottom of the ocean to you and I – two kilometres down. They've found some intriguing things there, including creatures that have yet to be classified. It's like a second Voyage of the Beagle – program leader Dr Martin Riddle will join scientists from the AAD, CSIRO and the ACE-CRC at CCAMLR Headquarters for **Ice Cold Facts - Antarctic Science and Climate Change**. This free all-day science show will offer Tasmanians the chance to meet the scientists who actually conduct Australia's research and ask questions. It's on Sunday, June 22, 10am to 4pm.

Dr Julia Jabour is about to get controversial. She's a respected political scientist at the University of Tasmania and she will present this year's **Phillip Law Lecture**, also at CCAMLR Headquarters (the old Hutchins School in Macquarie Street). She's going to say that Australia's no-whaling policy is legally unsupportable – it's not a popular point of view, but she makes a compelling argument to say that we need to take a more rational and less emotive look at the issue. The Law Lecture honours Dr Phillip Law, the 96-year-old

former leader of the Australian National Antarctic Research Expeditions (ANARE), former Director of the Australian Antarctic Division and founder of Australia's three permanent stations in Antarctica. The Phillip Law Lecture is on Thursday, June 26 at 6:00pm.

The midwinter solstice is the longest night of the year, and it's the traditional time for celebration in the Antarctic community. Down on the ice, Australians over-wintering in Antarctica are now isolated from the rest of the world for the next six months. On Midwinter Day, they'll have a sociable dinner and a program of entertainment in the station cinema, including short films from the venerable collection of 16mm newsreels, features and documentaries that have been kept in the station libraries since the 1950s. This year, organisers will recreate that atmosphere in Hobart at the **Longest Night Film Festival** at the State Cinema on June 21 and 22. Rare archive materials, Movietone Newsreels and Antarctic documentaries will be matched with the latest scientific videos just off the boat – never seen before in public. With just four screenings over the weekend, this is tipped to be the hottest ticket of the Midwinter Festival.

The **Extreme Environment Photography Competition** is for amateur and professional photographers, seeking the best image of the year from a remote environment and offering the richest prize in Australia for a single wilderness image: \$5,000 cash for the Salmon Ponds Prize and another \$2,000 prize for an Antarctic image by an





amateur photographer - the Pure Tasmania Wayne Papps Prize. Entries come from all over the world and the public gets to see all of them at the Waterside Pavilion for ten days in June, and to vote for the Fujifilm People's Choice Award. Many images are world's first showing - never been displayed before. The exhibition is at the Waterside Pavilion, Mawson Place, from June 21.

Seventy-five years on, Australia's claim to 5.8 million square kilometres of Antarctica is still unchallenged. That's bigger than WA, SA, NSW, Victoria and the Northern Territory put together. The claim is based in some interesting notions of sovereignty (if you can fly over it, it's yours) largely based on Mawson's expeditions in 1911 and 1929. All claims are held in abeyance by the Antarctic Treaty, but a recent announcement that Australia has secured a chunk of Sub-Antarctic seabed the size of France and is likely to be exploring for oil and gas there may

put some pressure on this arrangement. There's a special exhibition on the history of Australia's claim at the National Archives of Australia's Hobart Office as part of the Midwinter Festival. The exhibition is called '**Charting the Ice**' and it opens on Monday 23 June.

The Heroic Age of Antarctic Exploration is not over after all. Children's author Coral Tulloch has a bittersweet tale to tell about **Sydney of the Antarctic** - possibly the world's loneliest stuffed mouse. Sydney was tragically left behind on an expedition to the frozen continent and has been the subject of an intensive search ever since. Polar expeditions have actually been diverted to look for him. Coral Tulloch's book about Sydney's adventures is the focus of a delightful exhibition at the Hobart Lending Library from June 20 - June 28.

The NAB Huskies' Picnic is probably the most popular event on the Midwinter

Festival calendar. Last year, more than 7000 people attended a wonderful day of entertainment, adventure and fun. This year, the Picnic moves to a new venue, St David's Park off Salamanca Place. Tasmanian breeders will show Siberians, Malamutes and Samoyeds (including some brand-new puppies), the famous Paul Tye sled dogs are back to show how it was done years ago and the Quarantine Tasmania beagles will demonstrate how working dogs still protect Australia's Antarctic programs. With music, canine acrobatics and the hilarious man-hauled **Race to the Pole**, it's a brilliant day out in the park for adults and children. There's a special exhibit this year from DPIWE on the fate of the Tasmanian Devil and of course, the Salamanca Saturday Market is just next door. It's on Saturday June 28, from 10am to 4pm.

The Antarctic Midwinter festival is now in its eighth year and regularly attracts more than 40,000 people to ten days of winter events in Hobart. Almost all Festival events are free to the public, supported by generous corporate sponsors, a small army of dedicated volunteers and the Antarctic community of scientists, technicians, academics and administrators who run Australia's Antarctic programs. Times, venues and details are available at: www.antarctic-tasmania.info

Paul Cullen

Director, Antarctic Midwinter Festival



Photos: Antarctic Tasmania



The last Antarctic Huskies Alan Grant

The Antarctic Winter Festival Husky Pond is a timely reminder of the dog's vital role in earlier expeditions. This was part of correspondence between Alan Grant, Mawson Station Leader in 1993 and a Grade 5/6 class at Sandringham East Primary School. Thanks to Alan Grant for permission to print this transcript and for Sue Hawke who contacted Alan, retyped the original and also provided other pictures of Ursa and Morrie.

It's great to have them here for the last year & we're getting to know them very well. So much different than having only one dog around at home; they all have such different personalities. Imagine what it must have been like last year when they had another 22 on the station. The barking and the fighting would have been horrendous; they still love a good fight & even though they never bite their handlers, just breaking a fight up is an interesting little challenge. Our six dogs are BONZA (8), ELWOOD (8), BRENDAN, URSA, WELF & MORRIE (All 7 to 8).

At around 7 yrs, they are all washed up as work dogs & develop arthritis from being in the cold winters. 5 of the dogs can still pull well & just like us, if worked gently into shape, will last longer. MORRIE used to be a lead dog & is now the only one not working as he is just plain worn out. He's got hardly any ears left now from fighting to maintain his position as top dog & is now treated as an old 'war hero' by us & the other old dogs. He even kicks up a hell of a ruckus when the other dogs go out on a sledge run, just like an old warrior. They had the last

big dog run last season but this May & October; we hope to have the last of the dogs being removed from the Australian stations in accordance with the Antarctic Treaty & shifting out of much of the old station and into the new buildings by the end of 1993.

DOG PROFILES

These are brief word pictures for each of Mawson's six remaining dogs:

ELWOOD (Born 27/6/84). Oldest but probably the fittest of this group. Very affectionate & obedient if treated well & has a solid work history. Has a beautiful running stride & lopes along like a wolf. He is also a handsome dog & accepts discipline without fear.

BONZA (Born 17/7/84). Solid worker & useful in the lead if no wildlife around. The most playful & lovable dog due to his enjoyment of human company. Likes to 'box' with his paws & gently grab your arm in his mouth. Takes his work and his play seriously. Also a good-looking dog. Arthritis has affected his gait but he is still a strong puller.

WELF (Born 28/10/84). One of our more white coloured dogs with black patches. A good natured very strong dog & will work hard when needed in snow. Used to enjoy a fight but did not start them.

BRENDAN (Born 16/9/85). Another good looking dog & very friendly. The larrikin & chief stirrer of the group. Still barks like a puppy at feeding time or when we are getting ready for a run. Another hunter like BONZA & will pull the team off line if wildlife are around. Otherwise still a good worker, quite fit & craves attention.

URSA (Born 15/9/85). Ursa & his brother Morrie were valued as an excellent working pair in a team. In opposite colours they were a real force around the station & real characters. He still pulls very well & is working as a lead dog this year at which he is better by the day. Needs to be encouraged to get his confidence up when starting off but then leads well.

MORRIE (Born 15/9/85). Reputed to be the ugliest dog in Antarctica especially since having both ears chewed off in fights & with his pink nose. One of the best workers of recent years & used to pull all day to exhaustion & still keep going. As a result he has suffered from arthritis more than the other dogs & has had to be retired. As the station pet he is everyone's mate & loves a pat & a tummy rub. Like an old war hero he wants to get in on the act when the other dogs are fitted into their traces & barks forlornly when a dog run departs. He's a bit fatter now but still enjoys his life, food & the company of the dogs & the expeditioners.



URSA with Neil Stretten at Mawson Station

Douglas Mawson Stamps

Gordon Bain

There is an upsurge of interest in this great Australian in the second year of International Polar Year. This interest is reflected in the recent TV screening of Mawson: Life And Death In Antarctica, the publication of An Antarctic Affair, written by Mawson's great-granddaughter Emma McEwin, upcoming Midwinter Festival events that include the National Archives' exhibition of Mapping Antarctica on the 75th anniversary of the Australian Antarctic Territory, which came about from the exploration and mapping done by Mawson's 1911-14 and 1929-31 expeditions, and the Longest Night Film Festival's special program on the history of aviation in Antarctica opening with the Vickers REP Monoplane that Mawson took on his 1911-14 expedition.

Douglas Mawson's life and works have been well covered in TV, film, books, literature, lectures and other media. He has also been prominent in Australia's postal history.

This is the first of three articles on that postal history.

Douglas Mawson was born at Shipley, Yorkshire, England on 5 May 1882 and died at Brighton, Adelaide, South Australia on 14 October 1958. As we all know, he made three major expeditions to Antarctica – with the British Antarctic Expedition (BAE) 1907-09, the Australasian Antarctic Expedition (AAE) 1911-13 and the British and New Zealand Antarctic Research Expedition (BANZARE) 1921-31. All three are recognized in the postal history.

The post-World War 2 Australian Antarctic stamps history started in 1954 with the release of an Australian 3½d depicting the ANARE logo. The stamps of the Australian Antarctic Territory started issuing in 1957. Since then, AAT stamps have had multiple first-day of issue releases, the first the official release in Australia, but then progressively at each Antarctic station as the new stamp stocks arrived on re-supply.

It was not till the 1959 issue that we come across Mawson for the first time in the stamps.

The next release of AAT stamps was in 1961 – a second stamp commemorating Mawson's SMP achievement a second.

A second stamp release occurred in 1961 – to commemorate the 50th Anniversary of the AAE 1911-13.

It was to be another twelve years before we see our legendary hero again.



This stamp is an image of Mawson and his two companions at the South Magnetic Pole 16 January 1909, the second summer of Ernest Shackleton's BAE. The stamp was originally printed as a 4d one but the postage rate changed to 5d so the stamp was overprinted to reflect the correct denomination. The stamp was brown. This stamp, one of four in a set titled 'Antarctic Scenes' had its Australian release on 16 December 1959.



Basic postage rate had not changed in the meantime and a new version of the 1959 stamp was released. The 5d denomination was not an overprint this time, and the stamp was issued in blue. The stamp's formal release was 5 July 1961. This was during the first Antarctic Treaty Consultative Meeting which was held in Canberra commencing 23 June 1961.



The stamp chosen for this single-stamp release was based on the iconic picture of Mawson from his BANZARE many years after the AAE. This is the same image used on an Australian \$100 note. This stamp had its Australian release on 18 October 1961, but its station releases were on the same dates as the 5d 'blue' above.



The 1973 new release comprised 12 new stamps in a series 'Antarctic Food Chains and Explorers' Aircraft'. The 'Aircraft' sub-set of six is the one that interests us. In amongst these is an image of the Gipsy Moth VH-ULD used during the BANZARE for aerial survey, allowing landings at suitable sites for proclamations in the Territory delineation that ultimately led to the declaration of the AAT in the Australian Antarctic Territory Acceptance Act 1933. This series had its Australian release on 15 August 1973.

Images from author's philatelic collection.
Next time: Ships, anniversaries, huts

Ice e-mystery

Students' global collaborative polar e-books

What's a Yipuk village student in Alaska, a Cape Barren Island student in Tasmania and children's story books got to do with Antarctica? Or a student from the Queensland School of Traveling Show Children, whose classroom is in a semi trailer traveling around the agricultural shows of the eastern seaboard, got to do with the Arctic?

It's all part of a truly inspirational project that is running out of the Tasmanian Museum and Art Gallery that uses the polar regions to inspire stories, science and study for 24 classes of middle school children from schools as diverse as those mentioned. Classes are paired between Alaska and Tasmania (plus the QLD school), to write a collaborative science based mystery genre storybook on-line.

We all know how engaging the Antarctic is for people from all walks of life and all ages, but the challenge in an educational sense is how to bring that natural inquisitiveness into a focused study that teaches students the science, not just the hype, of this remarkable region. A challenge too, in giving the students some grounding in the physical reality of the region; to touch an emperor penguin (albeit stuffed!), to see Mawson's sled, Scott's medical kit, etc. And increasingly it is important that students understand the global connections between the Arctic and Antarctic.

So what better way to do this than by joining up students who have the polar regions as their backyards and engag-



ing them in creating their own story, a mystery 'who-dunnit' that goes where all 60 kids in the paired classes decides it should go. The e-books will be illustrated by the students, assisted by two leading Australian children's authors and illustrators, Alison Lester and Coral Tulloch. The science of the regions will be threaded throughout the story, it's integrity maintained by assistance from young Antarctic scientists.

The Ice e-mystery project has been launched with training workshops for teachers both here in Tasmania and in Alaska. With assistance from the Tasmanian Polar Network, and the GLOBE project in the

USA, two Tasmanian educators, Andy Baird from TMAG and Dr Sandra Zicus from IASOS, will travel in early June to Fairbanks, Alaska to train the American teachers in the methodology and then conduct workshops for the Australian teachers in Hobart. Training includes visits to the polar institutes; in Tasmania the AAD Krill labs, IASOS ice labs and the TMAG Islands to Ice exhibition as well as literary and artistic training from Alison and Coral. In Fairbanks teachers will visit the University of Alaska's facilities as well as the Permafrost tunnel, and the Museum of the North. But most importantly we will have a dialogue across the globe of students, teachers and scientists all sharing questions and experiences on the polar regions.

The bulk of the funding for the project has come from the Australian Government's Australian Schools Innovation in Science, Technology and Mathematics (ASISTM) program. Through an innovative web based platform the 12 e-books produced by the approximately 600 students will be shared around the world with a global community of polar friends established.

Andy Baird

Education Officer, Antarctic and Community Programs, TMAG





Rob Valentine

icewatch

The 'working port' status must be maintained and developed in line with the new industries that will evolve over time.

I am pleased to be able to confirm that I will be leading a Hobart City Council delegation of Aldermen, business and community representatives to Brest, France in mid-July this year. The purpose of the visit is twofold.

Firstly, at the invitation of the Mayor of Brest, there is an opportunity for the delegation to mount an exhibit at the well-known Brest Maritime Festival. This is a very large event on the European calendar and is an important opportunity for Hobart to showcase its strong linkages with the Antarctic and Southern Oceans. The Tasmanian Polar Network will be among those represented in the delegation.

The second reason will be to explore and develop a formal "friendship" agreement with Brest so that our two special cities can continue to explore common issues of interest and exchange. To this end, the delegation will be involved in a number of meetings with the representatives of the Brest Council.

On another matter, I note there has been continued debate about progress in relation to the redevelopment of Sullivans Cove and the City's waterfront. Combined with the possibility of the new Royal Hobart Hospital being located on the current rail yards site, I believe it is critical that the Sullivans Cove Waterfront Authority make ample allowance for

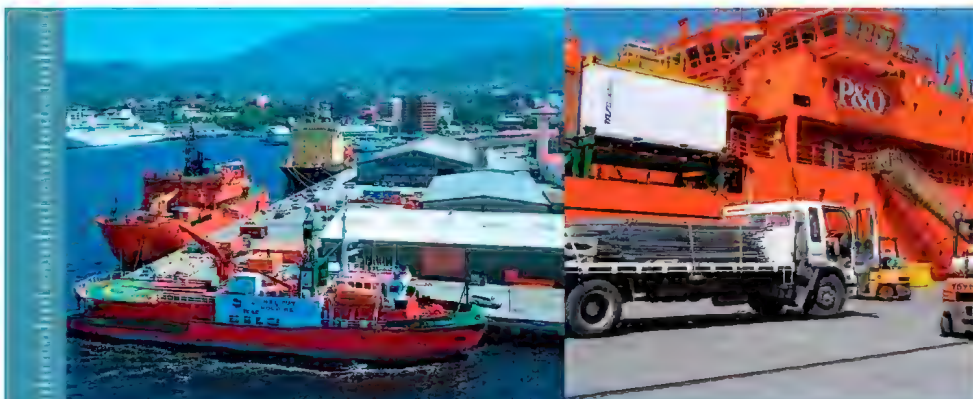
the continuation and potential growth of Antarctic and Southern Oceans resupply operations. The 'working port' status must be maintained and developed in line with the new industries that will evolve over time. While container freight is decreasing, operations such as veneer, cruise ships and Antarctic vessels will continue to need space and their continued presence is the very essence of the Cove. In a bid for redevelopment, let us not kill the goose that laid the golden egg!

If handled correctly we will see the Cove continue to evolve as an icon of this State, while at the same time providing real experiences for visitors and residents that are linked to our history rather than 'plastic' imported activities that are way out of place.

The Antarctic community has a significant role to play through the strengthening of its links to the Cove as we go forward.

Alderman Rob Valentine

Lord Mayor, Hobart



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Tasports, a member of the Tasmanian Polar Network, welcomes all enquiries regarding its services for Antarctic and Southern Ocean activities.

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www.tasports.com.au



Summer Opportunity

Executive Officer for IMBER (Integrated Marine Biogeochemistry and Ecosystem Research) international project.

Details of the IMBER project can be viewed at www.imber.info
Informal enquiries should be made to

Dr Julie Hall,
Tel: +64 7 856 1700;
Fax: +64 7 856 0151;
e-mail: j.hall@niwa.co.nz

Applications, to include a CV, and the names and contacts for three referees should be sent to :

Dr Julie Hall
NIWA
PO Box 11 115
Hamilton
New Zealand
or j.hall@niwa.co.nz
or Fax 64 7 856 0151

By June 23th, 2008

Skytraders' Choice

Eliminating alternatives to the Airbus A319 by Norman MacKay

The following is Part 1 of a speech by Norman MacKay, CEO given at the Annual Forum in November 2007 at Hobart International Airport. Norman outlined the decision-making involved in the selection of the Airbus A319 for the Antarctic Airlink.

The past year has been a very hectic one for Skytraders. We have continued to work on the C212 ski program whilst at the same time undergoing the certification process which will give rise to the introduction of our new Airbus 319LR. As anyone who has ever been involved with the issuance of an AOC for a high-capacity Transport Category aircraft will attest, the ordeal which precedes such an enterprise from the standpoint of legislative process is an extraordinarily complex and time consuming one.

It is now more than four years since I spoke at the Governor's Antarctic Forum held at Government House here in Hobart. In the intervening period a lot has happened and a lot has changed. I know that many of you who are here today attended that Forum four years ago and I therefore thought it appropriate for me to seek to fill in the gap. In so doing I will try to provide you with an understanding of where we are now and where we are aiming to head next. In explaining these issues I hope that it may assist you in assessing the ramifications of the Airlink for Tasmania in general and for Hobart in particular.

Skytraders was originally scheduled to take delivery of the aircraft designated for the Airlink service in Paris in early January of this year. However complications with the long-range fuel transfer system caused us to return it to the manufacturers plant in Toulouse and it was the 20th of February by the time the aircraft finally touched down in Melbourne.

The intervening period has seen VH-VHD undergo a full repaint at Richmond in New South Wales and extensive engineering work at the John Holland maintenance facility in Melbourne. We have now completed a range of modifications which include the installation of a specialist Polar Navigation system and

an upgrade to the aircraft's Extended Twin Operations or ETOPS capability. The latter enables flights up to 180 minutes distant from the closest approved airfield as opposed to the 120-minute limitation in place when the aeroplane came off the production line. The acquisition of a 180-minute approval will cause Skytraders to join Qantas and its subsidiaries along with Air New Zealand as only the third operator in this region with such a capability.

Throughout the year we have been busy hiring new staff across a wide range of skills. The company's C212 pilots have undergone training programs which will licence them to fly not only our existing ski-equipped aircraft but also the Inter-continental jet. By taking the approach of re-training existing personnel rather than employing additional pilots who already hold appropriate endorsements, we achieved a range of objectives. Firstly we ensured that the wealth of specialist knowledge of Antarctic flying conditions transitioned from our ski programme to our heavy jet activity. Secondly we enabled the swap out of crews throughout the course of forthcoming seasons. Our pilots are now in a position to operate down to Antarctica on the Airbus, then to have a few weeks flying the ski-equipped CASA-212's before returning to the mainland again flying the A319.

Not only does this process capture the best possible use of our pilot's specialist skills it also makes sound commercial sense. Very importantly it provides relief for crews who have already operated three consecutive seasons in Antarctica from the problems of long periods away from home. In achieving these objectives we believe we will keep staff longer and avoid the heavy cost of induction and training which is resultant from the industry's current high levels of drift from Australian Regional to International long-haul carriers.

The A319LR or ACJ319 as it is also known is a long-range, high performance aircraft from the Airbus A320 family. This is an aircraft type which has become very popular throughout the Pacific region. The A320 is the aircraft of choice with operators such as Jet-Star, Air New Zealand and the newly arrived Singapore Airlines

subsidiary Tiger.

The 319ACJ is slightly shorter than the A320 in fuselage length but is the same width. As you travel in and out of Hobart you may have noticed the additional elbow room on Jet-Star versus Boeing equipped Virgin aircraft. It may not be a lot but it can make all the difference when seated between a couple of Abalone fishermen who didn't have the opportunity to change their shirts.

Those of you who have watched the Airlink project unfold over the course of the past seven years would know that the actual aircraft type proposed for the Inter-continental component of the service has itself undergone a number of changes.

When Skytraders first proposed to AAD that the concept of a long-range jet could produce superior outcomes to a C130 from operational, safety and cost standpoints, the only alternative available in real terms was the Dassault Falcon 900EX. The reason for the lack of choice was that Civil Aviation Safety requirements necessitated a minimum of three or more engines on aircraft operating at such distance from suitable airports. The Falcon was the only three-engined aircraft smaller than a wide-bodied DC10 or MD11.

Even amongst four-engined equipment it was necessary to go to a very large aircraft before identifying anything which had the range to fly down and back without refuelling in Antarctica if weather on arrival prohibited a landing.

The A319LR like the Airbus Corporate Jet features a number of Additional Centre Tanks or ACT's. These tanks are located in the belly of the aircraft and are designed to dramatically increase fuel storage capacity and consequently range. The system features a fuel management computer which cross feeds throughout flight in order to ensure that the aircraft remains in trim at all times. It is this system which increases range from the 2,800nm of a typical A320 to the 6,000 plus nm of the 319ACJ with all six Additional Centre Tanks installed.

The normal operating configuration for VH-VHD will feature four Auxiliary tanks with a resultant range of more than 5,000 nautical miles. This provides a good

continued >>

balance between fuel and cargo capacity. In the event that a need arises for additional range such as that presented by an extended over-water surveillance operation additional tankage can be acquired. In the event that additional cargo space were seen to be preferred at the expense of a reduced range then an existing tank can be removed. In general terms these tanks are designed to be installed or removed overnight.

Once an agreement in principal had been reached with the Civil Aviation Safety Authority regarding the operation of a twin-engined aircraft at 180-minute ETOPS, Skytraders set about identifying an airframe which would provide superior cabin and cargo capacity to the restrictive volume of the Falcon 900EX. In so doing the company determined that very

significant improvement in this area could be achieved with the Bombardier Global Express, a state of the art executive jet which utilises the cabin profile of a small commuter aircraft.

With the removal of the requirement for a three-engined platform the Falcon was discounted and the options became those of the Global Express, the Airbus ACJ or its Boeing equivalent the BBJ. The Global Express at 14.7 metres in length was substantially shorter than the Boeing or Airbus competitors both of which had cabins in the region of 24 metres in length. The fact that the Global was based on an executive rather than airliner configuration meant that it did not have belly holds and cargo was to be loaded in the aft section of the main cabin.

As the AAD became more involved

with the Air Transport project it identified additional benefits which could accrue from a regular air service. In the original 'Call for Registration of Interest' some five years earlier there was no requirement for the carriage of freight beyond the baggage of expeditioners. However in the intervening period the Division recognized that benefits would be derived from the ability to transport high value items of scientific equipment by air rather than by sea, thereby much reducing the leasing charges associated with sophisticated scientific research.

As a result of this changed view the aircraft specification also altered and with it Skytraders perception of the Global Express as the best Platform for the mission. Aircraft evaluation number three was soon to see the light of day.

New Fishing Legislation

Minister for Agriculture, Fisheries and Forestry, Tony Burke, has introduced legislation into Federal Parliament to boost the nation's powers to fight illegal fishing. The Fisheries Legislation Amendment (New Governance Arrangements for the Australian Fisheries Management Authority and Other Matters) Bill 2008 will help to protect Australia's \$2 billion fishing industry, gives stronger powers to border protection officers to apprehend ships involved in illegal fishing and creates new offences for Australian citizens involved in poaching overseas.

IAATO News

All Antarctic ship operators, with ships capable of carrying over 12 passengers, are now members of the International Association of Antarctic Tour Operators (IAATO). Since its establishment in 1991, IAATO membership has grown from seven to 105 members. All members are committed to following strict regulations and restrictions, designed to minimize the environmental impact of both ships and visitors. Around 49,000 people are expected on cruises to Antarctica in the 2008-2009 season.

Executive Director Denise Landau will be leaving her position after nine years,

and will be replaced by Steve Wellmeier from Rhode Island.

More Polar Wind Power

Site works for wind turbines at New Zealand's Scott base in Antarctica will begin in November this year, with as many as 20 units erected to serve both NZ and USA research stations. Fuel consumption may drop by 11% every year on Ross Island if this project goes ahead and the first stage should be fully operational by February 2010.

Night-vision Trials.

USA's Deep Freeze missions, which use C-17s to shuttle expeditioners and supplies between McMurdo Station in Antarctica and Christchurch NZ, also included experimental night-vision goggle landing and take-off procedures in Antarctica last season. If The National Science Foundation is satisfied with this trial, all-year-round resupply flights may be possible in the future.

Bear Care

Due to a drastic reduction in Arctic sea ice, the US government has finally listed polar bears as a threatened species, although this did not mark a policy shift regarding global warming.

Korea's Antarctic bases

Korea Ocean Research and Development Institute (KORDI) is considering a site at Cape Burks to build a second Antarctic base. The first base, King Sejong Station, was built 20 years ago for research into polar climate, marine ecosystems and geology and the new base is further south and expected to be completed in 2012. This will be the first base built on Cape Burks, and access is limited to only 25 days a year, with winds up to 80 km/hr and temperatures as low as minus 70 degrees Celsius.

Innovative Solar Cells

Dye-Sensitised Thin Film solar cells have provided sufficient electricity for a team to use satellite, digital and video conferencing technologies for their two weeks in Antarctica. Led by Robert Swan, the first polar explorer to walk to both North and South Poles, the team relied on these solar cells, which are unique in their ability to operate in a range of low light conditions, plus other forms of renewable energy. The lightweight cells are produced by G24 Innovations, the first company to produce commercial-grade cells of this type.

Polar News

Polar Publications



Books

Antarctica: The Global Warming by Sebastian Copeland. Published by The Five Mile Press. Price: \$75.00.

- A collection of Antarctic photographs over 2 years, taken to show changes due to global warming.

From Venus to Antarctica: The Life of Dumont D'Urville by John Dunmore. Published by Exisle Publishing/ Price: \$49.95.

- Describes D'Urville's various expeditions, his life and conditions of seafarers in the 19th century.

The Weather Watchers: 100 Years of the Bureau of Meteorology by David Day. Published by Melbourne University press. Price: \$45.00

- A comprehensive description of weather conditions over the last century.

Hellbent for the Pole: An Insider's Account of the "Race to the Pole" 1957-1958 by Geoffrey Lee Martin. Published by Allen & Unwin. Price: \$35.00.

- NZ journalist's description and photos of Edmund Hillary's Commonwealth Trans-Antarctic Expedition to the Pole during the International Geophysical Year.

Hummocks: Journeys and Inquiries among the Canadian Inuit by Jean Malaurie. Published by McGill-Queens University press. Price: \$49.95

- The author, an anthropologist, travelled extensively in northern Arctic areas to study and document the lives and culture of Inuit groups.

An Antarctic Affair by Emma McEwin. Published by East Street Publications. Price \$32.95.

- Based on the letters between Douglas Mawson and his then fiancée Paquita Delprat, during 2 years of separation while Mawson was in Antarctica

Cold Feet: A Journey to the North Magnetic Pole by Duncan L. Eadie. Published by Quality Trade Paperback. Price US\$ 36.74.

- An inspiring adventure of an ordinary man coping with an extreme environment.

Surviving Antarctica by David N. Thomas. Published by Museum Victoria. Price: \$24.95.

- Reveals how life survives in extreme conditions, from bacteria, sealife and humans. Also contains useful book and website references.

Calendars

Congratulation to Andrew Townsend and Lyn Irvine for their Images of Antarctica calendar, winner of Best in Show Award at the 2008 calendar Awards

Coins

The Royal Australian Mint is releasing three \$5 Silver Proof International Polar Year Commemorative "Polar Series" coins.

On the Web

For images of Britain's newly constructed base in Antarctica, see www.antarctica.ac.uk/living_and_working/research_stations/halley/halleyvi/index.php

Northern Expeditions

Polar explorer and educator Will Steger, who visited Tasmania last year, lead a 1,400-mile international expedition across Ellesmere Island in April this year. This expedition was the 2008 installment of Global Warming 101, a series of expeditions designed to raise awareness of global warming by following the footsteps of legendary explorers and visiting ice shelves that have collapsed or are about to collapse.

Two Australians have returned to Victoria Island in Canada's Arctic in May this year, to complete their crossing of the island, first attempted in 2005. Chris Bray and Clark Carter will be taking redesigned Paddleable Amphibious Carts (PACs) to carry supplies. Progress can be followed on www.1000hourday.com.



Marine Discovery Centre
June School Holiday Program

Provisional Motor Boat Licence Course

Tues 10th June 10am-3pm

This is a fully accredited course run by staff of Marine and Safety Tasmania (MAST), and hosted by the Marine Discovery Centre. Students will gain experience on the water in a small motor boat and on successful completion of the theory component, may gain their provisional motor boat licence. Suitable for students aged 12-17 years.

BOOKINGS ESSENTIAL
Cost \$50 per student

Family Discovery Afternoon

Wed 11th June 12noon-3pm

Come and get to know your local marine life! Wander the Marine Discovery Centre's many aquaria at leisure, meeting species such as hermit crabs, octopus and our newly hatched baby sharks. Suitable for all ages.

BOOKINGS & PARENTS ESSENTIAL
Entry by Donation

For more information or to book, please contact Ros or Gail at the Marine Discovery Centre, Jetty Road, Woodbridge, Ph 62674649.





Polar Calendar

| | | | |
|-------|-----------|-------|---|
| 5 | June | 2008 | World Environment Day. |
| 6 | June | 2008 | TPN meeting. 11.00am-1.00pm. CSIRO. Hobart, Tasmania. |
| | June | 2008 | Visit to Fairbanks, Alaska by Andy Baird, TMAG and Sandy Zicus, IASOS, to train teachers for global collaborative polar e-book (see P.18 for details). |
| 9-12 | June | 2008 | 3rd Antarctic Meteorological Observation, Modelling and Forecasting Workshop. Madison, Wisc., USA. |
| 11 | June | 2008 | Marine Discovery Centre Open Day. 12.00-3.00pm. Jetty Road, Woodbridge Tasmania |
| 13 | June | 2008 | ANARE Club Brisbane Midwinter Dinner. [Richard Unwin 07 3843 5786.] |
| 16 | June | 2008- | Midwinter at TMAG Schools Program. For more information, see www.tmag.tas.gov.au/education/edudownloads/Midwinter_08.pdf |
| 4 | July | 2008 | |
| 20-29 | June | 2008 | Antarctic Midwinter Festival. Hobart, Tasmania. Details: www.antarctic-tasmania.info . |
| 20 | June | 2008 | AMF Tasmanian Midwinter Dinner 'Fire and Ice'. Hosted by TPN and Australian Red Cross. Hobart Tasmania. Booking details: www.antarctic-tasmania.info |
| 20 | June | 2008 | Melbourne Midwinter Dinner, ANARE members only. [Ralph Fletcher 03 5367 5070] |
| 21 | June | 2008 | ANARE Club Tasmania's Midwinter Dinner. [Michael Ooyendyk 0421411820] |
| 21 | June | 2008 | ANARE Club Canberra Midwinter Dinner. [Simon Cowling 02 6286 3005] |
| 21 | June | 2008 | ANARE Club Adelaide Midwinter Dinner. [Keith Gooley 08 8280 7430] |
| 28 | June | 2008 | ANARE Club Sydney Midwinter Dinner. [Kit Scally 02 9905 4284] |
| | | | For other ANARE Club Midwinter Dinner details, see www.anareclub.org.au |
| 29 | June | 2008- | 9th International Conference on Permafrost, Fairbanks, Alaska, USA. |
| 3 | July | 2008 | |
| 30 | June | 2008- | Antarctic NZ Annual Conference, University of Otago, Dunedin, NZ. |
| 2 | July | 2008 | |
| | July | 2008 | Visit to Brest, France by Hobart's Lord Mayor and business group. |
| 5-16 | July | 2008 | XXX SCAR Meetings. St Petersburg, Russia. |
| 8-15 | August | 2008 | 33rd International Geological Congress. Oslo, Norway. |
| 11-15 | August | 2008 | Fourth International Conference on Biology and Conservation of Albatrosses and Petrels. Cape Town, South Africa. |
| 11-15 | August | 2008 | Joint CCAMLR-IWC Workshop. Hobart, Tasmania. |
| 16-24 | August | 2008 | National Science Week. For details contact jeanniemarie.leroi@utas.edu.au or phone (03) 6226 7477. |
| 5 | September | 2008 | TPN meeting (to be confirmed). |
| 24-26 | September | 2008 | 15th Symposium on Polar Sciences. Incheon, Korea. |
| 12-18 | October | 2008 | Earth Science Week. |
| 27 | October | 2008- | CCAMLR meetings. Hobart, Tasmania. |
| 7 | November | 2008 | |
| 11-15 | November | 2008 | World Conference on Marine Biodiversity. Valencia, Spain. |
| 28 | November | 2008 | TPN meeting (to be confirmed). |

For International Polar Year activities, see www.ipy.org and www.ipyeducation.org.au



Shipping & Air Calendar

Shipping

| | | | | | |
|-------|----------|-------|-------------------|-----|---|
| 3-12 | October | 2008 | Aurora Australis | | Marine Science sea trials |
| 13 | October | 2008 | Aurora Australis | V1 | Depart for Casey Station |
| 21-25 | October | 2008 | Aurora Australis | V1 | Casey Station |
| 25-26 | October | 2008 | Aurora Australis | V1 | Marine Science |
| 1-7 | November | 2008 | Aurora Australis | V1 | Davis Station |
| 18-20 | November | 2008 | Aurora Australis | V2 | Arrive Hobart, depart for Marine Science |
| 26-28 | November | 2008 | Aurora Australis | V2 | Marine Science |
| 27 | November | 2008 | Spirit of Enderby | VT1 | Depart Bluff, NZ for Macquarie Island |
| 1-11 | December | 2008 | Aurora Australis | V2 | Marine Science |
| 4 | December | 2008 | Spirit of Enderby | VT1 | Macquarie Island |
| 9 | December | 2008 | Spirit of Enderby | VT1 | Bluff, NZ. |
| 13-15 | December | 2008 | Aurora Australis | V2 | Davis Station |
| 15 | December | 2008 | (to be advised) | VT2 | Depart Hobart for Marine Science |
| 16 | December | 2008- | (to be advised) | | Marine Science (Antarctic Whale Expedition) |
| 13 | February | 2009 | | | |
| 27 | December | 2008 | Aurora Australis | V2 | Arrives Fremantle, WA. |
| 15 | February | 2009 | (to be advised) | VT2 | Arrives Hobart. |

Flights

| | | | | | |
|----|----------|------|-------------|---------|--|
| 15 | October | 2008 | C-212 | FC01,02 | Casey ferry flights (to be confirmed) |
| 11 | November | 2008 | Airbus A319 | FC01,02 | Hobart to Wilkins Aerodrome and return |
| 18 | November | 2008 | Airbus A319 | FA03,04 | Hobart to Wilkins Aerodrome and return |
| 25 | November | 2008 | Airbus A319 | FA05,06 | Hobart to Wilkins Aerodrome and return |
| 2 | December | 2008 | Airbus A319 | FA07,08 | Hobart to Wilkins Aerodrome and return |
| 9 | December | 2008 | Airbus A319 | FA09,10 | Hobart to Wilkins Aerodrome and return |
| 16 | December | 2008 | Airbus A319 | FA11,12 | Hobart to Wilkins Aerodrome and return |
| 21 | December | 2008 | Airbus A319 | FA13,14 | Hobart to Wilkins Aerodrome and return |
| 2 | January | 2009 | Airbus A319 | FA15,16 | Hobart to Wilkins Aerodrome and return |
| 6 | January | 2009 | Airbus A319 | FA17,18 | Hobart to Wilkins Aerodrome and return |
| 13 | January | 2009 | Airbus A319 | FA19,20 | Hobart to Wilkins Aerodrome and return |
| 20 | January | 2009 | Airbus A319 | FA21,22 | Hobart to Wilkins Aerodrome and return |
| 27 | January | 2009 | Airbus A319 | FA23,24 | Hobart to Wilkins Aerodrome and return |
| 3 | February | 2009 | Airbus A319 | FA25,26 | Hobart to Wilkins Aerodrome and return |

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| | |
|----------|---|
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| Bookings | Phone 6223 4335 |

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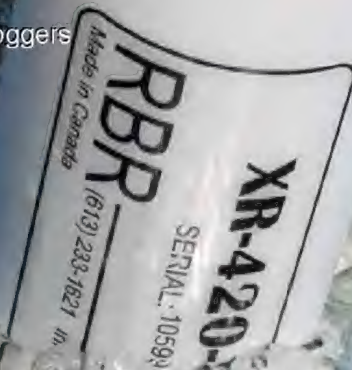
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